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THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG, 13th July, 1901

We cannot congratulate the Sanitary Board on its decision about the very reasonable request made by Messrs. BUTTERFIELD and SWINE in the matter of medical supervision of their plague hospital. In fact the position of two of the Official Members of the Board was distinctly unreasonable, and they absolutely failed to sustain their case, notwithstanding the majority of one by which the request of the applicants was negatived. Let us first consider the case for the applicants. The latter at Quarry Bay and beyond, a distance of five miles from the centre of the city, employ in connection with their industries several thousands of native workmen. The whole of the community at Quarry Bay and the surrounding villages are practically in the employ of this firm. A month ago a large number of natives left the vicinity through fear of contracting the disease which was prevalent over the colony. Practically the work there dependent on Chinese labour, was paralysed in consequence. The only thing the Sanitary Board could do was to remove the sick and dead, and cleanse infected premises. The distance from Quarry Bay to Kennedytown Hospital is seven miles, and there was little likelihood that a plague-stricken patient would survive such a journey by ambulance. The native patient's chances of recovery were reduced to a minimum, and the average Chinese workman was not slow to recognise this. The Medical Authorities were utterly unable to cope with any severe outbreak of plague in this district, inasmuch as even now, as we pointed out yesterday, the medical staff of the colony is scandalously undermanned. To remedy this state of affairs, as far as their many workmen were concerned, the applicants conceived the idea of erecting an isolated hospital on their own property for the treatment of natives only, which would serve the double purpose of keeping their workmen from deserting and allow the continuance of their industries; and, at the same time, relieve the Medical Authorities of a responsibility they had no means of effectively fulfilling. In this we take it the applicants did not pose as philanthropists; they simply tackled the problem in a business-like way, naturally pointing out the obvious advantages such a scheme would have to a medical staff that was insufficient to cope with

one health district, apart from a colony. The applicants obtained permission to perfect their scheme, and secured as a medical officer a Chinese doctor, who is a duly qualified and registered local practitioner, and who was attached to a Government native plague hospital in 1894, and, for several years was House Surgeon at the Netherlands Hospital. The Sanitary Board, which has arrogated to itself certain but not very clearly defined responsibilities in the matter, declined to allow the matter to proceed unless the applicants provided for daily supervision of the hospital by an European doctor. The applicants were quite agreeable to Government supervision, but naturally declined to bear the cost of the same. They submitted that, having proposed to build a hospital and provide a doctor, any supervision to secure that the hospital was properly run should be at least provided by the Board. The hospital would at all times be open to the inspection of the Board's officers, who could thoroughly satisfy themselves that all arrangements for the general working were in accordance with the Board's requirements. At the last meeting of the Sanitary Board it was decided by a majority of one not to accede to the request of the applicants. That decision was apparently arrived at because Mr. MAY said daily European medical supervision was necessary. This, as stated above, the applicants were quite willing to agree to, and were ready to welcome supervision by the Medical Officer of the Board. They never attempted to evade it and this, in our opinion, entitles them to the same treatment which is extended to the Chinese hospital Mr. MAY cited, which is worked with a staff of native doctors. We consider it the duty of the Sanitary Board to provide that supervision in the form of visitation. Therefore, dismissing Mr. MAY's objection as being beyond the point in dispute, the question resolved itself purely and simply into one of medical opposition offered by Dr. BELL. In the gentle art of public speaking the Acting Colonial Surgeon is not an adept; it is really difficult to find in his remarks any reference to the resolution before the meeting. His power of declamation is more in evidence than his logic, and his righteous professional indignation naturally prevails over his judgment. It is curious how on the Sanitary Board the utterances of the Official Members are often characterised with an excess of rigour and a want of refinement. Such has too often elsewhere been alleged as the prerogative of the Unofficial, but locally it is customary to reverse the order of things. It would indeed be interesting to know if rules of debate prevail at the Board meetings, for it is not easy to recognise any. Practically, the Board, although its dictum on the scheme generally was allowed to influence the majority. Mr. OSBORNE ably championed the cause of the applicants, but his arguments were weak indeed compared with the unimpeachable testimony which the Acting Colonial Surgeon contributed. Dr. BELL, to use his own graphic statement, said: "Well, I am either a liar, or I am not. I give you absolute facts. Five hundred Chinamen wanted to come in (to the Government Civil Hospital) last year and there was no room for them." Now, no one will accuse the worthy doctor of prevarication, but he obviously spoke under excitement, and "Ev'n ministers that have been heard in holy rapture, a rousing while, at times, to vend, and nait w' Scripture." If his figures are correct, they prove, first of all, that the Government Civil Hospital is ridiculously insufficient to meet the demands made upon it; and, secondly, assuming that to be an actual representation, then they prove to the hilt the statement of the applicants as to the absolute necessity of their providing additional and independent hospital accommodation on their own rural property. The applicants will no doubt gladly welcome Dr. BELL's testimony, and on its strength appeal again to the Sanitary Board, or perhaps, as a wiser course, to the Government directly. We are inclined to doubt if under the Public Health Act the Sanitary Board has actually power to interfere with such a hospital, providing a registered medical practitioner will testify that the building is isolated, well managed, and of no danger to the native community.

The actual number of signatures contained in the Petition to Mr. Chamberlain for Sanitary reform in Hongkong, was 1,694.

Yesterday a Chinese fitter fell a distance of fifty feet down the shaft of a hoist at Jardine's Sugar Refinery, and was so seriously injured that he died soon after.

The Hongkong Police and Civilian Club have a billiard match on this afternoon at the Central Station Barracks. It is said that the defenders of law and order will entertain their guests at a smoking concert after the match.

Police Inspector Geo. Kemp will act as Assistant Superintendent of the Fire Brigade and be in charge of the Central Station from the 15th inst. Inspector Kelly will take charge of the Water Police, and Inspector Gould, of Central Station, will be in charge of the Water Police Station from the same date.

To-morrow is the French national fête day, and anniversary of the storming of the Bastille.

All the district south of Austin Road is to be included in Tsin Tsai Tui district hereafter, and will be policed by the police of the latter station.

The police yesterday recovered the body of a Chinese lad of seventeen years who was drowned whilst bathing on Wednesday with some companions near Hungghom.

On the 8th inst., the Japanese cruiser *Tatsuta*, arrived at Amoy from Formosa, joining the German cruiser *Galer*, which for some time has been the sole man-of-war at Amoy.

Mr. Alec Marsh, after his second concert at Tientsin, left on the 2nd inst. for Newch'wang. Thence he returns by way of Shanghai, and expects to reach Hongkong once more about the end of this month.

The North and West Rivers are woefully flooded, writes our Canton correspondent; the water rises up to several feet high in the streets, and the fields and mulberry plantations are all destroyed. The value of the property lost amounts to several hundred thousand dollars.

The *Universal Gazette* says that brigandage has increased in Manchuria that the magistrates of a small city on the coast which fell into the hands of the brigands found himself between the devil and the deep sea. He chose the latter and escaped betimes in a boat to Chifu. But he might as well put his house in order for the loss of the city will probably mean for him the loss of his head. Even a Taotai has had to flee to Moulken.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 to 9.30. Programme:—
Internozzo ... "On the Road to Moscow" ... Loitz
Selection ... "Paul Jones" ... Planquette
Waltz ... "Geschichten Aus Dem Wiener Wald" ... Strauss
Song ... "By the Fountain" ... Adams
Selection ... "The Pirates of Penzance" ... Sullivan
Polka ... "The Deep Blue Sea" ... Brewer
"God Save the King."

On the 10th inst. H.E. the Viceroy Tso Ma, the Tartar General at Canton, and the Provincial Governor of Kwangtung, despatched civil and military officials from Canton for this port to meet Prince Chiu, the Emperor's uncle, who is charged with the special mission of apology to Germany for the murder of Baron von Kottler. According to northern advices, as we have already stated, the Mission is expected here by the German mail steamer *Egerna*.

The S. C. C. says the *Straits Times*, have received an invitation from the Hongkong Cricket Club to send a Straits team up to Hongkong to play the Hongkong Cricket Club and the Shanghai Cricket Club combined. The S. C. C. have accepted the invitation, and the match will take place about the beginning of November. The S. C. C. have also invited Hongkong and Shanghai, which means Chinese and English, to send a team to Singapore at the Chinese New Year, about February, 1902, to hold a cricket fortnight in Singapore similar to the one held in 1891. It is hoped that both the invitations will be accepted.

The Hon. Francis J. Lascelles, now lodged (according to mail reports) in an asylum in Vancouver for shooting a Chinaman whom he employed upon his ranch, is a brother of the present Earl of Harewood, and is thirty years of age. He was very emphatically a younger son, for he was the ninth among ten boys, and he had four sisters. The Lascelles family, though owners of broad acres in Yorkshire and of valuable London property near Oxford Circus, never ranked among the rich, and the ranch became a necessary resort for a ninth son rather than even the more or less expensive Navy, in which many members of the family had made prosperous careers.

Late on the night of the 5th inst. a large gang of robbers, armed with rifles and bayonets, landed from a boat at the southern end of the Chinese Bund, Shanghai, and pillaged several shops and private houses in the neighbouring streets. On the alarm being given a considerable number of guards turned out and attacked the marauders, who ran away without making a fight for it, leaving one of their number a prisoner in the hands of the native police. The rest of the robbers regained their boat and made off up the river unhindered by the police. It is thought the marauders were a gang of river-pirates and that they came down to Shanghai by way of the Soochow creek from somewhere in the neighbourhood of Quinsan, where piratical raids of the kind have been quite common of late.

A Penang correspondent of the Japanese journal *Mainichi* says that after many difficulties in various places in connection with his attempt to find a hiding-place, Kang Yu-wei has finally taken refuge at Penang, to which place he removed last winter from Singapore where he has been placed under the protection of the British Government. Upon his arrival at Penang, the British authorities there not only showed him a good deal of courtesy and respect, but also went so far as to accommodate him in one of the Governor-General's official houses, and some 20 British soldiers have been posted round about his residence. He is at present enjoying excellent health, and looks very much stouter than formerly. Kang, however, regretted that he could not rely upon the British Government in the matter of carrying out his plans. He further remarked that the Reformers' Association is now gradually making its way in a satisfactory manner, and the total number of its members has already reached upward of one million, including those in South and North America, Australia, Japan, Hawaii, the Philippines, Siam, Canton, Hongkong, etc.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 11th July, 7.40 p.m.

MOVEMENTS OF THE BRITISH FLEET.

H.M.S. *Albion* has left Sheerness to relieve H.M.S. *Barfleur*. H.M.S. *Hermione* has been ordered home, to refit at the cost of £14,000.

NEW FRENCH COMMANDERS.

The *D'Entrecasteaux*, Admiral Boyle's flagship, has left Toulon for China. General Sarillon has been appointed Brigadier-General in command of the French troops. Generals Voyron and Bailloud are returning to France.

THE WAR IN SOUTH AFRICA.

LONDON, 11th July, 7.40 p.m.

THE VLAKFONTEIN ATROCITIES.

Lord Kitchener reports that seven witnesses have testified that the Boers shot British wounded at Vlakfontein.

GENERAL NEWS.

LONDON, 11th July, 7.40 p.m.

GERMANY AND FERNANDO PO.

The *Colonist Correspondent* confirms the rumours as to Germany's acquisition of Fernando Po.

Fernando Po is a volcanic island in the Gulf of Guinea, West Africa. It was discovered by the Portuguese in 1471 and ceded by them to Spain in 1778. The capital, *San Carlos*, was originally an English settlement, established in 1827. Fernando Po exports rubber and palm oil, and has been used as a penal settlement for political prisoners.

BURIAL OF PRINCE HOHENLOHE.

Prince von Hohenlohe was buried at Schillingstufst, the Crown Prince representing the German Emperor.

MONEY MARKET.

Consols are at 49½. Bank rate is unchanged.

REUTER'S SERVICE.

LONDON, 10th July.

THE LIBERAL PARTY.

The Liberal meeting is regarded as a mere temporary truce, despite the semblance of unity. It is already recognised that the situation is unaltered by the carefully arranged proceedings.

LONDON, 10th July.

SOUTH AFRICA—BOERS RAID MURRAYSBURG.

Commandant Schoepers and forty men have raided Murraysburg. In two days they burned the principal buildings, and seized the money in the Bank.

TWO REBELS HANGED.

Two rebels have been publicly hanged at Ondook and Middleburg.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 4 fresh cases of plague and one death, all the victims being Chinese. Thus, after the slight rise of the previous 24 hours, the decline of the last two weeks has continued.

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Konig Albert*, carrying the German mails with dates from Berlin of the 24th ult., left Colombo on the 12th inst., a.m., and may be expected here on or about Tuesday, the 23rd inst.

The P. & O. steamer *Batoka* left Singapore for this port on the 12th inst., at 6 a.m.

POLICE COURT.

Friday, 12th July.

BEFORE MR. HAZELAND.

DRUNK AND DISORDERLY.
Frank Peterson, a seaman, was charged with being drunk and disorderly. As his ship was leaving, he was discharged with a caution, and Sergeant McHardy was asked to see to him.

A FEMALE CREDITOR AND A LUKONG.
A Lukong of Gough Station, Peak, borrowed fifty dollars from a woman last year to defray his wedding expenses, but failed to repay. Yesterday morning at seven o'clock, as the defendant Lukong lay asleep on his cot in the station, his wife creditor rushed in, grabbed him with one hand by the trousers and with the other by the throat and shook him, demanding her money. Her grip on his throat was tenacious enough to bruise it.

His Worship said he had little doubt the Lukong owed the money, and requested Inspector Collett to enquire into the matter; if it was found that money was due to defendant, it would have to be paid. At the same time he told the angry woman that she had no business to enter the police quarters and attack her debtor. He would bind her over under a \$50 bond to keep the peace for six months.

THEFT.

The three men accused of attempting to walk away with two rolls of silk valued at \$18.50, on Thursday afternoon, from the silk-shop of Pooheonmull Bros., No. 57 and 59, Queen's Road Central, were tried yesterday. First defendant received six weeks' hard labour, and the other two were discharged.

BEFORE MR. KEMP.

FLOUR ROBBERY.
A Chinese stole from a junk containing 800 bags of flour, 50 bags, and sold them to a shop-keeper at 244 Des Voeux Road, the receiver being also charged. The cost of the flour is \$1.62 per bag, but the thief sold it for \$1.40.

Mr. Thompson appeared for the defendants. The theft was conclusively proved by several witnesses, and first defendant, the thief, received two months' hard labour for larceny, and second defendant the same punishment for purchasing the stolen flour, well knowing it to be stolen.

"NEW BRITISH ALARMS."

Under the above title the *Ostasiatichesky Lloyd* says:—"The English Press speaks of indications of new troubles in East Asia. How far these reports are true, and what justice there is in ascribing them to the preparations Russia is supposed to be making, cannot adequately be judged just now. Still there are many who believe that the present quiet is only the calm before the storm, and that suddenly something may happen which will change the whole aspect of affairs in East Asia. We will not deny that when about six weeks ago we received the unexpected news that Count von Wallersee would shortly leave the Province of Chihli, we were also informed, through channels coming from the headquarters of the Commander-in-Chief, that his recall was made necessary by political circumstances which were not as yet visible to those at home. Germany could not permit herself to be placed in a false position by the presence of her Field-Marshal, should it come to blows between two of the Allied Powers, and such trouble could not much longer be avoided. But, of course, even now we only give this version with every reservation, though we feel we ought not to keep silent any longer, seeing others have also perceived the storm-clouds on the East Asiatic horizon. The fears expressed by the British papers that some new difficulties may arise, are based upon the reports appearing in the Russian Press, stating that the Russian authorities have ordered the discontinuing of all harbour and fortification works at Tientsin, and the instant return of the port to China; also that in future Vladivostok is to be the headquarters for the Russian fleet in East Asia, and the terminus of the Siberian Railway. Port Arthur on the other hand is only to be a second-class naval port. At first sight this would seem like a retreat of Russia. However, anyone who has attentively followed Russian politics will know that Russia never lets go a thing she has once laid her hands on, unless it is exchanged for something better and more advantageous."

The article then goes into the particulars of the lease of Tientsin by Russia in 1898, and assumes that Russia's expectations of the benefit to be derived from the port had not been realised, and in consequence the giving back of the place to China in itself is not sufficient ground to raise any fears. Nor is the resolution of the Russian authorities to have Vladivostok and not Port Arthur as the chief naval station of sufficient importance to cause real anxiety.

After alluding to Russia's abortive attempt, thanks to Japan's resolute attitude, to gain a firm footing at Masampu, the writer continues by saying that Vladivostok can never be Russia's chief naval station in East Asia, owing to the heavy ice there through many months of the year, which no Russian edict will remove. What Russia's sudden resolution may mean is momentarily not quite clear. Certain it is, it does not mean retreat, as such a movement is unknown to Russian politics. It is more likely a blind to draw off attention from some other move, and give Russia a chance to prepare for some new coup d'état. From this point of view the fears of the British, as expressed recently, have certainly some ground. The future, however, can alone show what Russia's intentions really are, and how far these new British alarms are justified.

There is a well-known San Francisco lawyer (says an American paper), who prides himself upon his handling of Chinese witnesses. Having a Celestial in the witness-box one day, he began:—"What, your name?"—Witness:—"Kee Lung."—"You live San Francisco?"—Witness:—"Yes."—"You sabbe God?"—Witness:—"Mr. Attorney, if you mean 'Do I understand the entity of our Creator?' I will simply say that on Thursday evening next I shall address the State Ministerial Association on the subject of the 'Divinity of Christ, and shall be pleased to have you attend.'"

FILIPINOS AND THE NEW GOVERNMENT.

[FROM A SPECIAL CORRESPONDENT.]

Manila, 3rd July.

THE COMMISSION AND ITS WORK.
While the conclusion is beyond dispute that the Filipinos are not fit for self-government, the visit of the Civil Commission among the islands seems to justify confidence that the government with which they are to be trusted will be creditably managed. Racial instinct is perhaps at variance with democratic aims, and example and early training have been along lines to turn that instinct to corrupt account. Mass ignorance was always regarded as serviceable only for evil design, or as an object for imposition. Since alliance of church and state held so close, moreover, that one always stood for the other in the repressive policy which at last went beyond endurance, government under the new sovereignty must be guarded by checks, however liberal its tendencies. The immediate hope for such government, so far as it will come under native control, lies in a happy union of self-esteem and worthy ambition. The trip of the Commission has left no room to doubt that civic pride actuates in a high degree those who are to attend the present experiment through its first stages. They feel the importance of standing well in the world's regard, and they recognise this opportunity as one in which they may show their quality. Allowance for the love of the people for the gay trappings of fiestas may explain the liberal adornment of arches spanning the streets, the decoration that have brightened nearly every house, the festoons of green net hedge-like along the roadways, and the wealth of bunting, dominated always by the national colours, with has embowered the plaza stands, garlanded the rooms for meeting and entertainment and streamed from innumerable porches; but there has shone clearly beneath it all evidences of sober and most earnest interest in the Commission's round of the provincial capitals. Such evidences appeared not alone in large attendance at the meetings, which curiously might imply. They were emphasised in the intention with which everywhere proceedings were followed, even in respect to detail of small general concerns; in the desire invariably uppermost for all possible information on the subject of conference; in the eagerness for advice and suggestions affecting points which had received diverse local readings; and in the familiarity with special conditions on which the Commission wished to become informed, and the candour and readiness with which such matters were set forth. Many original propositions were offered, as when it was suggested that one province be authorised to declare war against another, and that taxation be levied on a basis of culture, the educated bearing the burdens. But against such vagaries as these should be placed the outweighing and palpable demonstration that in every part of every province the problem of civil government along the plan devised by the Commission had received serious thought, and that the delegates gathered from far and wide for the conferences had not attended there merely to enjoy the external show.

THE DELEGATES.

It is true that the delegates constituted what may be called the patrician element of the islands. This divergence from the accredited composition of meetings at home at which plans for government are laid, seems to have excited fears that the Commission might be encountering a class with selfish designs on power, and not reaching the sense of the people. If criticism of this kind has force, it must apply to a plan of government capable of easy puncture, for the intelligence of the ordinary native reaches its height in estimating the chances of his own gamecock against those of other visitors to the same pit. He is not qualified to vote, either by property or educational possessions, and he cares little about government, except as a means of enabling him peacefully to pursue his way.

The delegates represented in large measure those upon whom the qualifying law confers the suffrage. If their designs can override the safeguards which the Commission has provided against official corruption or misbehavior, this discovery will simply serve notice of time for amendments. Until the check system upon a supposed tendency to use public office for private gain shall prove defective, signs that the intelligence of the islands leads interest in public affairs would seem gratifying rather than otherwise. Suffrage will spread with the work of the schools. Meanwhile and thereafter there will be quite as good means as are provided elsewhere for bringing to account officials prone to indulgence not peculiar to these islands, and the naturally close observation of the conduct of American affairs may give public servants there golden opportunity to inspire examples so elevating as to overcome colonial tendencies.

THE NEW SUFFRAGE.

Whatever trouble may be borrowed because of perverted notions of the uses of government, it would seem that anxiety should pertain to future rather than to present administration. The new government is to be so different from anything of the past, and this difference is likely to be so marked in practical operation, as to incite to good behaviour its beneficiaries. There was never before the slightest pretence of consulting the public wish in local, provincial, or general affairs. Authority proved quite as oppressive under insurgent as under Spanish rule. What Filipinos are to have is to be subject to no restraints except those imposed obviously to retain public funds in public channels, and to apply the proceeds of taxation to purposes openly approved. A system of government that transfers the support of government from the industrial class, barely able to carry it to landowners, whose possessions are the most valuable and the most productive, and who heretofore escaped expense for the protection afforded them; the use of the money collected for

roads, bridges, education, and other improvements and advantages, always in the public view, instead of disappearing as fast as collected, in the direction of a general treasury; and a law of public works which will confer upon the substantial and the intelligent elements of every community and every province the management of their affairs, secure from interference so long as honest and loyal conduct guides them, with checks devised to insure the integrity of these who handle public money, states the essence of the new government. If ways may be found to evade the law, so may additional safeguards be devised to protect it. At any rate, it instals popular rule, which has already had initial impulse in many of the municipalities, which the Commission is now extending to the provinces by appointments suggested at meetings of representatives of the people, which by March of next year will advance through elections in which the will of those entitled to suffrage will be put in force. With the spread of education, sufficiently to enable those of voting age to read and write, suffrage will become universal.

AN INDUSTRIOUS COMMISSION.
Lack of industry can never stand in criticism of the present Commission. Its work really dates from June of last year, although it had no quarters until nearly a month after its arrival in Manila. It devoted itself for several months to becoming acquainted with conditions, and to legislation urgently required. There were public sessions several times every week, and often daily, at which suggestions and conferences were invited; executive meetings occupied a good share of the remaining time; and in addition, subjects of individual assignment were explored and enlightened. This involved incessant work and long hours, so long, indeed, as to provoke the facetious comment that the Commissioners and their clerks often stayed so late at night that on the way home they met themselves coming to their offices in the morning. The early assignment by which lines of inquiry were specialised thus imposed on the Commissioners, and to have served also two important ends. They enabled the Commission as a body to define general policy of action, and they prepared intelligent opinion to accept as sincere the purposes of the United States to establish government for the islands as wholesome as that maintained at home. Whatever differences developed in regard to subjects of inquiry, no ground for complaint was left that the Commission denied any interest in a full hearing.

THE QUESTION OF THE PRIORS.
Investigation into the abuses charged against the friars, for instance, began by taking all the testimony that the various orders could offer. The church authorities made the strongest case possible. The Archbishop, the bishops of the several dioceses, the provincials of all the orders and prominent clergy presented their case in great detail. The enquiry lasted from July until November, with hearings two and three times weekly. More than half the time was given to testimony from the church side. If the church authorities could not agree with the findings that the rule of the friars was largely responsible for the revolt against Spain, they could not deny that the testimony that way was certainly strong. The judgment of the Commission has now been confirmed by the vigorous and practically unanimous protest of delegates at every meeting among the islands, at which the possible return of the friars to the parishes was mentioned.

OTHER QUESTIONS.
The case of the San Jose College, involving the right of one of the orders to hold and manage property by virtue of possession, occupied the Commission from July until January, when trustees were appointed to carry the case through court proceedings, the possession of the friars meanwhile not being disturbed. Harbour improvements received special attention. Most of the harbours are roadsteads. At certain seasons they are closed to navigation because the seas will not permit lighters to take cargoes out or in. An appropriation to begin the improvement of Manila harbour, with a view to uninterrupted commerce, not only indicated the disposition in that respect, but it impressed the people, awakening to the commercial development of the islands, that the new sovereignty will be a money-maker for those who enjoy its benefits. The declared policy in the same direction in respect to highways, by which a rich country, divided into isolated parts, maintaining dialect and tribal relations because of lack of communication between those parts shall be opened up, is another sign of good intentions which is not without appreciation. The Commission gave much attention to the liquor question. It made the business an expensive one to carry on in Manila; by a system of high license, it has shut saloons out of the principal streets, and has reduced the number of native wine shops by nearly 90 per cent. It might be difficult to name a city of 250,000 people in the United States in which the liquor traffic is so well regulated. Manila has only 42 saloons that sell all kinds of liquor, 41 that sell only beer and wine, 17 attached to hotels with full privileges, 7 attached to hotels without the privilege of selling spirituous liquors and 408 native wine shops. In the saloons, billiard or pool tables are not allowed, or slot machines, phonographs, musical instruments, or any gambling device. The native wine shops, which were never places of public gathering, being mainly groceries or other small stores in which wine might be bought, are forbidden to sell to soldiers. There were 4,000 of them in Manila when the Americans took possession, and the Filipinos were and continue a most temperate people.

BANKS, SCHOOLS, ETC.
The Commission had to deal with the banks, which took a course that threatened a ruinous last year. They are not yet brought around to straight banking methods, but the value of the check put upon them, by preventing them

from creating a scarcity of currency by exporting it, is recognised by the business community, which now awaits with satisfaction the time when American institutions may supplant the colonial system heretofore tolerated in these islands. A school system has been devised and its operation started. There is no reform that seems to interest the people more. Its limitations for the present I have defined in another letter, but the opportunity for general education which it affords and the great promise which it holds out for the development of native talent, receives unstinted commendation everywhere. There have been minor tariff regulations, through military and special orders, pending the operation of the revenue tariff schedule adopted early in the year; the civil service law has been put in force, reports have been submitted in relation to mines, forestry and public lands, internal improvements, franchises, militia and police. Work on the code of civil procedure, on the civil and criminal codes on banks, currency, registration of titles and on public health have been completed, or will be ready to submit for final approval shortly. All of this work is to be added to the adoption of laws under which municipalities and provinces have been organized, and plans formed for a central government, which will set in motion provisionally complete civil machinery.

The publicity given to the consideration of these various subjects, the diligence with which individual members of the Commission have followed up their assignments, and the visible benefits already accruing from the outlook for civil government could hardly fail to produce a beneficial effect.

THE COMMISSION TRUSTED.
No better tribute need be paid to the Commission than to say that it has inspired a constantly widening trust that the new government will be to wholesome in its principles and methods, looking closely after the common welfare and prosperity. There must be many adjustments to suit the peculiar and diverse wants here presented, and new problems must undoubtedly be worked out. Whatever the variations of opinion may be as to the conclusions of the Commission, its industry and its fall and fair hearing which it has been disposed to give on all the subjects before it, have certainly extended the Filipino horizon and prompted native intentions whose sincerity is not yet to be doubted. The contribution of other agencies, civil and military, need not be underrated in ascribing to the diligence and earnestness of the Commission a good share of the credit for bringing about such pacification of the islands as has occurred.

THE PEOPLE AND THE SETTLEMENT.
Definition of native motive will not be complete if it fails to take account of the general desire of the people for peace. Nearly everything that the Commission proposes is mere abstraction to the masses, and quite beyond their power to comprehend it. All can understand, however, the concrete misfortunes that have visited them, the burning of towns, the waste of lands, and the burdensome tribute forced to support insurrection. They are tired of it all. Any change would be welcome, for none could make life more irksome than it has been. Unfavourable as opinion may be of the Tagalogs, who inspired and have controlled native action, those still inclined toward sweeping condemnation of the Filipinos should consider that truth is not a native product, and when the other thing was sown in ignorance it is not to be wondered that it found fertile soil. When from whatever motive the people were led to fear that their beautiful islands were threatened with a tyranny worse than that from which they had revolted, the moderation of the rebellion becomes the most remarkable thing about it. The territory here is certainly worth fighting for, and fighting hard and hard. If in brushing against the Americans the people had found them as bad as painted, perhaps they might still be hostile everywhere. Improved acquaintances has doubtless had something to do with encouraging the natural desire for peace. Conversely, it has disclosed that the new colonists, not counting the Tagalogs or the tribes untouched by civilisation, comprise many bright, likeable people, whose instruction in ways American will be most interesting to watch, especially as they seem eager to be instructed.

THE PRELIMINARIES ACCOMPLISHED.
Establishment of civil government over the greater portion of the archipelago in a little more than one year after the present Commission began its work may be considered only as a basis for future development. The system cannot become complete or fixed until Congress shall convert provisional plans into permanent ones, define the province which insular government may occupy, and shall make equally plain the prerogatives in respect to insular affairs which it may intend to reserve to itself. Foundation for a rule that may be styled popular has been nearly laid, however, and there is not much risk in the prediction that little of it will need to be rebuilt.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 12th July:—Since our report of the 5th instant, business generally has been transacted on a very restricted scale, and there is little of interest to report.

BANKS.—Hongkong and Shanghai have firmed up somewhat, and sales up to 398 per cent. premium are reported. The market closes with sellers at 400 per cent. premium. Nationals have improved to \$23, at which there are buyers.

MARINE INSURANCES.—There are no changes to report under this head. North-China continues in demand at Tls 180, but are unobtainable.

PIRE INSURANCES.—There is no business to report in this department. China Fires are to be had at \$85.

SHIPPING.—Hongkong, Canton and Macao have once more come into favour, and the rate has improved to \$36, at which there are buyers. India has declined to \$15, there being small sellers at the rate.

CHINA MANILA.—China Manilas are unchanged. Douglas continues on offer at \$56. China Star Ferries (old) have been placed at \$24, and more shares are wanted. Shell Transports are unchanged at quotation.

REFINERIES.—China Sugars have declined to \$144, and shares can be had at the rate. Luzons have sellers at \$36.

MINING.—The only change of importance is in Raub, which have advanced to \$13 buyers. Other stocks under this head are not materially changed.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Wharves Docks have been in fair request at rates ranging between \$305 and \$315, but at the close there are a few sellers in the market at \$310. Hongkong and Kowloon Wharves have been dis. of at \$102, and more shares are obtainable. New Amoy Docks have improved to \$23, with buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands, after sales at \$202 and \$201, have declined to \$200, at which shares are obtainable. West Kowloon Lands are on offer at \$30. Hongkong Hotels are at \$133. Humphreys Estates are at \$133.

COTTON.—No changes to report, except in Hongkong Cottons, which are wanted at the advanced rate of \$102.

MISCELLANEOUS.—Green Island Cements are wanted at \$194. China Borneos are on offer at \$38. A. S. Watsons are wanted at \$154. Hongkong and China Gas Co.'s shares are required for at \$130 or dividend. J. B. have improved to \$184, at which sales have been effected. Transwales have been sold at \$260. United Asbestas have been sold at \$11. Watkins are wanted at \$104. China Providents have been sold and more are obtainable at \$9.85.

MIMOS.—Great Eastern and Caledonian Gold Mining Company, Limited, in Liquidation, extraordinary meeting of preference shareholders to discuss liquidator's proposals for dealing with the Company's assets, on the 20th instant.

SANITARY TRAINING.

The following article from the *Times of India* may be recommended to the notice of those, experts and laymen, who are interested in the sanitation of Hongkong.—Three years ago the Sanitary Commissioner with the Government of Bombay, Colonel Clarkson, suggested an excellent scheme for the imparting of sanitary instruction in his Presidency. The proposal has long lain fallow, but now, we are glad to see, it has been brought to the Government's notice. The Government has recognised the desirability of taking measures to provide a practical training in sanitary science for students who have passed through the Medical and Engineering Colleges of the Presidency, so that a staff of trained sanitary surveyors may become available. To this end a committee will be appointed to prepare a scheme for submission to Government. The need for a permanent supply of men trained in sanitary science is obvious. Without such a staff, the sanitary auxiliaries all plans to improve the sanitary condition of the metropolis must be abandoned. The Government has decided to establish a staff to efficiently carry out the details of any remedial measures. But the best means of attaining this end is eminently a matter for inquiry, and the strong committee the Government have chosen is a guarantee that the investigation will be thoroughly and sympathetically conducted. Two schemes, rough hewn, await the committee's labours. Colonel Clarkson proposed the addition to the Sanitary Department of the nucleus of an establishment which, while strengthening it, would also enable it to be a bacteriologist to make an inquiry into doubtful cases of disease and perform analyses of effluents of sewage and other potable waters. No permanent staff would be maintained, but those best qualified would be invited to give lectures on their special subjects, and at the end of the course an examination would be held and certificates granted. The Victoria Technical Institute in Bombay recently had under consideration the advisability of starting classes in sanitary engineering and plumbing. It was proposed to arrange a course of study, to be completed in a year, which would include the best methods of water supply, house connections, drainage, and sewage disposal. This most useful scheme, unfortunately, had to be abandoned for lack of funds. The Government apparently have in contemplation the possibility of combining the advantages of the two schemes in one system, and coupling a course of practical hygiene in Poona in the rains with one of practical sanitary engineering in Bombay in the cold weather, the whole course to be completed in one year.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

14th July, 6th Sunday after Trinity.

Matins (11 a.m.).
Responses. Psalm; Venite, Alcock; Psalms; Robinson, Dupuis; Te Deum; Woodward; Benedictus; Langdon; Hymns, 232, 260, and 250 (L).

Evangelist (5.45 p.m.).
Responses. Psalm; Psalms, Smart, Purcell; Folton and Woodward; Magnificat; Hopkins; Nane Dimittis, Purcell; Hymns, 218, 286, and 219; Vesper Hymn, Ward I.

ST. PETER'S CHURCH.

West Point.

Holy Communion, 7.30 a.m.

Matins (11 a.m.).

Hymns 335, 376, 12 (S. H.) and 32 (S. H.).

Evangelist (6.30 p.m.).

Hymns 415, 392, 16 (S. H.) and 29 (S. H.).

The Missionary Church will visit the ships to take men ashore to the services between 9.15 and 10.15 a.m. and between 5 and 6 p.m. (Kowloon 10.30 and 6) returning after service.

The "Answering Penman" may be hoisted.

THE NAVAL RETURN.

The return showing the fleets of Great Britain, France, Russia, Germany, Italy, United States of America, and Japan up to 15th January, 1901, is a valuable and interesting document. It is, of course, open to the same objection as its predecessors, that it does not distinguish between efficient and inefficient ships; for example, such vessels as the *Ajazz*, *Agamemnon*, *Infatigable*, *Superb*, *Alexandra*, *Dreadnought*, *Sultan*, *Monsieur*, and *Hercules*, all of which are armed wholly or in part with muzzle-loading guns, and all except two of which are more than twenty-five years old, besides the *Thunderer*, *Devastation* and *Bellerophon*, which, though armed with breech-loaders, are thirty or more years old. No foreign fleet contains so many inefficient ships. France has only the *Redoutable* and *Friedland*, and Russia only the *Valki* in this category of ancient ships. Moreover, the *Redoutable* and *Valki* have been thoroughly reconstructed and re-armed.

The figures for battleships, deducting the inefficient, stand as follows:—

| | Built. | Building. | Inefficient. |
|---------|--------|-----------|--------------|
| England | 37 | 16 | 13 |
| France | 26 | 5 | 2 |
| Russia | 14 | 10 | 1 |
| Germany | 15 | 10 | 7 |
| Italy | 8 | — | — |

It will be noted that England has as many inefficient ships as the other three Powers put together, and that among her "efficient" battleships are reckoned such unseaworthy craft as the *Conqueror* and *Hero*, whereas the Russian *Apocia* class, four in number (consisting of the *Apocia*, *Seniavin*, *Ushakov* completed, and the *Butakov* building), are classed as coast-defence ships. We have also to take into consideration in estimating the value of the British and Dual Alliance battleships, the fact that all the older French ships have been reconstructed and increased in the same way. In England nothing whatever has been done. Looked in the new future our ships with old-type breech-loaders and wooden fittings and decks will become as serious a blot upon the reputation of our fleet as the muzzle-loader armed ships were in the past and are to-day.

An admirable letter from Sir Charles Dilke to the *Morning Post* gives a key to the method in which this return should be used. It may be interesting to our readers and speakers to give the "efficient ships" in the returns for 1889 and 1899 so that they may be compared with the figures in the return for 1901—which, it must be remembered, does not include the new British programme for 1901 (3 battleships, 6 armoured cruisers, 2 cruisers, 10 destroyers, 5 torpedo-boats, and 5 submarines). The figures, then, are as follows in the most important classes:—

| | England | France | Russia | Germany | Italy | U.S.A. | Japan |
|--------------------|---------|--------|--------|---------|-------|--------|-------|
| Battleships | 53 | 51 | 53 | 37 | 30 | 55 | 55 |
| Armoured Cruisers | 8 | 23 | 21 | 16 | 21 | 30 | 30 |
| Protected Cruisers | 86 | 115 | 107 | 17 | 51 | 54 | 54 |
| Destroyers | — | 103 | 113 | — | 48 | 84 | 84 |

In every type the two allies are gaining upon us, and gaining fast. We had 5 battleships ready to their 3 in 1889; to-day they are equal to us. We had ready three cruisers, protected to us. In 1889, in 1889, to-day we have only 3 to their more than 2 to 1; to-day they are fast approaching a basis of equality with us. It is extraordinary that with these figures staring it in the face the *Daily News* should pretend that the results of the return are such as to cause nothing but satisfaction. On the contrary they are most disquieting. It is true that our battleships are generally larger, but, unhappily, they do not carry heavier armaments than the French or Russian ships, and their protection is in most cases less. The *Jauriguerry*, for example, carries a thousand more tons of armour than the *Majestic*. We do not possess the predominance at sea, which is necessary for victory, against an existing ally, and what superiority we do possess is year by year growing less. As for those who tell us that all is well with the Navy, and that it will be equal to any demands upon it in war, did we not hear the same about our Army from the optimists in mid-1899? Well may the intelligent and impartial foreign critic declare that "having eyes, England sees not."—*Navy League Journal*.

THE INDIAN ORIGIN OF POLO.

General R. C. Stewart writes to the *Field*:—Adverting to the remarks relative to the origin of polo in India, perhaps the following reminiscences may be of interest. In throwing some light on the subject, I remember, 1883, I was an A.D.C. at the Government House, Calcutta, and played the game twice a week on the maidan near the Bengal Club. There were then two polo clubs, one composed of residents in Calcutta, who rode Manipuri ponies only (which were imported for the purpose), and the other composed of military officers, men on the staff, etc., who rode country-bred ponies, or anything they could pick up. The Manipuri ponies were so much smaller than the country-bred that it was not possible to make a game with the two classes, as the former were so much smaller, and seemed to me much the best at the game, and had then not long been started in Calcutta, and my recollection is that it had been introduced two or three years previously by an officer attached to the Residency at Manipur, who had brought down a team of Manipuri with their ponies, and had introduced the game into Calcutta. I recollect hearing wonderful stories of the horsemanship of the Manipuris. They played with a good short stick, and in the game a man who could pick up the ball off the ground without dismounting could ride off with it into goal. Polo was a very rough-and-tumble game, but we played it in those days. There were but few players, and no limit to the number aside. The game was played twice a week. On some days from three to six players would turn up. On others a dozen or more would appear all of whom wished to play. There were few rules. Every one played for himself and kept as near the ball as possible. Mares and outlaws were ridden indiscriminately, and occasionally in a scrimmage there was a deal of kicking and kicking. Jostling and knocking of sticks in any way was allowed, and there were no umpires. I do not think the game was played in any other part of India at that time (1883), but it soon took root in the north. I myself, after leaving Calcutta, went to Madras, where we tried to introduce it, without success. In 1871 or 1872 Mr. Kess Mangles, of the Bengal Civil Service, introduced it at Bangalore, where it was taken up keenly by a British Cavalry Regiment lately arrived from England. I think it may be taken as a fact that polo was introduced in India by the Manipuri in about 1860 to 1862. It was not called polo then, but hockey on horseback.

The man who disturbs the audience by calling out "Londer" has at last been silenced by a Boston clergyman, who sweetly said, "If the gentleman will only listen with the entire length of his ears, he will find no difficulty in hearing."

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|-----------------------------------|------------------|-------------|-------|----------------------|----------------------|--------------------------|
| LONDON, &c. VIA PORTS OF CALL | PROMETHEUS | Brit. str. | 2 m. | E. R. Dowell, R.N.R. | BUTTERFIELD & SWIRE | To-day. |
| LONDON, &c. VIA PORTS OF CALL | SUNDA | Brit. str. | — | — | P. & O. S. N. Co. | On 25th inst., at Noon. |
| LONDON, &c. VIA PORTS OF CALL | ALCINOUS | Brit. str. | — | E. Spicer | BUTTERFIELD & SWIRE | On 25th inst. |
| LONDON, &c. VIA PORTS OF CALL | DEVOCALION | Brit. str. | — | — | P. & O. S. N. Co. | On 27th inst. |
| LONDON, &c. VIA PORTS OF CALL | PELEUS | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 28th inst. |
| LONDON, &c. VIA PORTS OF CALL | STENTOR | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 3rd September. |
| LIVERPOOL DIRECT | GLAUCUS | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 15th inst. |
| BREMEN, VIA PORTS OF CALL | PATROCLOS | Ger. str. | — | H. Bleeker | BUTTERFIELD & SWIRE | On 15th inst., at Noon. |
| MARSEILLES, &c. VIA PORTS OF CALL | BAYERN | Ger. str. | — | Girard | BUTTERFIELD & SWIRE | On 15th inst., at 1 P.M. |
| HAVRE, BREMEN & HAMBURG | SALAZAR | Ger. str. | — | Schmidt | BUTTERFIELD & SWIRE | On 18th inst. |
| HAVRE & HAMBURG | WURZBURG | Ger. str. | — | — | MELCHERS & CO. | On 25th inst. |
| HAVRE & HAMBURG | ACILIA | Ger. str. | — | — | MELCHERS & CO. | On 28th inst. |
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| HAVRE & HAMBURG | INDRANI | Brit. str. | — | — | MELCHERS & CO. | On 28th inst. |
| NEW YORK VIA SUEZ CANAL | Hudson | Brit. str. | — | — | MELCHERS & CO. | On 28th inst. |
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SHIPPING.

ARRIVALS.
July 11, JACOB DIEDERICHSEN, German str. 623, A. Rieck, Haiphong 9th July and Hoihow 10th. General. J. R. R. & Co.
July 12, HIKOSHIMA MARU, Jap. str. 2,035, T. Murai, Bombay via Singapore 25th June. General. NIPPON YUSEN KAISHA.
July 12, JIRIA, British str. 2,252, C. Hupill, R.N.R., Taku 5th July.
July 12, MAIDZURU MARU, Japanese str. 867, Sobajima, Tamsui, Amoy and Swatow 10th July. General. M. B. KAISHA.
July 12, THYM, Norwegian str. 710, H. M. Dahl, Saigon 7th July. Rice. A. R. MARY.
July 12, NESS, British str. 1,393, W. Pearl, Moji 8th July. Coal. M. B. KAISHA.
July 12, NEVADA, British transport, 2,938, F. G. Craven, Bombay 28th June.
July 12, CHOWFA, German str. 1,055, Mising, Bangkok 8th July. Rice. BUTTERFIELD & SWIRE.
July 12, HALLOONG, British steamer, 783, H. Bathurst, Haiphong 10th July and Hoihow 11th. Rice. DOUGLAS LAPELLE & CO.

CLEARANCES.

At the Harbour Master's Office.
12th July.
Mongkut, German str., for Bangkok.
Apostrophe, German str., for Haiphong.
Haiman, British str., for Swatow.
Thales, British str., for Swatow.
Jora, British str., for Singapore.
Kwongyang, British str., for Shanghai.
Loongang, British str., for Manila.
Whampoa, British str., for Canton.
Wingang, British str., for Canton.
Tingang, British str., for Yokohama.
Glenfalloch, British str., for Shanghai.
Daybreak, American str., for Shanghai.
Wakana Maru, Japanese str., for Singapore.

DEPARTURES.

12th July.
HACHING, British transport, for Taku.
THALES, British str., for Coast Ports.
HIPSANG, British str., for Kobe.
PATROCLOS, British str., for Haiphong.
APENADE, German str., for Amoy.
GLENFALLOCH, British str., for Colombo.
HAKUM, British str., for Shanghai.
KONGSANG, British str., for Shanghai.
LOONGSANG, British str., for Manila.
JVA, British str., for London.
WHAMPOA, British str., for Canton.
WINGANG, British str., for Canton.
QUANTA, German str., for Chinkiang.
DAYBREAK, American str., for Shanghai.
STOBE NORDBISKE, Danish str., for a cruise.

VESSELS IN DOCK.

12th July.
ABERDEEN DOCKS.—Union, Iris, Taku, Nan-shan, Sunghang, Heliwood.
COSMOPOLITAN DOCK.—Colonias.

SHIPPING REPORTS.

The British steamer *Hailong*, from Haiphong 10th July and Hoihow 11th, had moderate S.E. wind and sea throughout.
The British steamer *Norosa*, from Bombay 28th June, had strong monsoon and high sea to Oolseu Head; thence moderate wind and fine weather to port. On 11th July spoke *Lalpoora*, 250 miles south of Hongkong, from Hongkong for India.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (VIA SWATOW AND AMOY).

THE COMPANY'S STEAMSHIP

"MAIDZURU MARU."
Captain K. Suda, will be despatched for the above ports TO-DAY, the 13th July, at Noon.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 9th July, 1901.

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."

Captain J. Rattenbury, will be despatched as above TO-DAY, the 13th inst., at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 9th July, 1901.

THE UNITED STATES AND CHINA.

JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain Hill, due on 11th inst., will be despatched as above TO-DAY, the 13th inst., at Noon.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 9th July, 1901.

NAVIGAZIONE GENERALE ITALIANA

(FIORIO AND SUBRATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO."

Captain P. Brusca, will be despatched as above TO-DAY, the 13th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 9th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain K. Sobajima, will be despatched for the above ports TO-MORROW, the 14th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRADIS, to SOUTH AMERICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ALBANY PORTS).

THE Company's Steamship

"MARIA VALERIE."

Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst., P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Freight, apply to SANDER, WIELEB & CO., Agents.

Hongkong, 1st July, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

SAILING DATES.

SAMBIA HAVRE, BREMEN & HAMBURG On 18th July. Freight.

WUERZBURG HAVRE & HAMBURG On 26th July. Freight.

ACILIA HAVRE & HAMBURG On 9th Aug. Freight.

ALEXANDRIA HAVRE & HAMBURG On 2nd Sept. Freight.

SIBIRIA HAVRE & HAMBURG On 10th Sept. Freight and Passage.

ANDALUSIA HAVRE & HAMBURG On 21st Sept. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 6th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug. 1901.

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN.

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points all AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional service.

"TARTAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.R. WEDNESDAY, 14th Aug. at Noon.

"ATHENIAN" 3,882 Tons. Comdr. H. Mowatt WEDNESDAY, 14th Aug. at Noon.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 9th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

BAYERN THURSDAY 25th July.

STUTTGART THURSDAY 28th August.

KONIG ALBERT THURSDAY 5th September.

PRINZESS IRENE THURSDAY 19th September.

PRINZ HEINRICH WEDNESDAY 2nd October.

PREUSSEN WEDNESDAY 16th October.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 30th October.

SACHSEN WEDNESDAY 13th November.

KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 27th November.

BAYERN WEDNESDAY 11th December.

STUTTGART WEDNESDAY 25th December.

KONIG ALBERT WEDNESDAY 8th Jan. 1902.

PRINZESS IRENE WEDNESDAY 22nd Jan. 1902.

PRINZ HEINRICH WEDNESDAY 5th Feb. 1902.

PREUSSEN WEDNESDAY 19th Feb. 1902.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 5th Mar. 1902.

SACHSEN WEDNESDAY 19th Mar. 1902.

ON THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAIDS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 23rd July, Cargo and Specie will be received at the Agency's Office until Noon on WEDNESDAY, the 24th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

| OUTWARDS. | | Due |
|-----------------------|-------------|----------------|
| FROM | STEAMERS | |
| GLASGOW and LIVERPOOL | "STENTOR" | On 23rd July. |
| GLASGOW and LIVERPOOL | "IDOMENEUS" | On 7th August. |

| HOMWARDS. | | TO SAIL |
|------------------|--------------|-------------------|
| FOR | STEAMERS | |
| LONDON | "PROMETHEUS" | On 13th July. |
| LONDON | "ALCINOUS" | On 23rd July. |
| LONDON | "DEUCALION" | On 24th Aug. |
| LONDON | "PELEUS" | On 26th August. |
| LONDON | "STENTOR" | On 3rd September. |
| LIVERPOOL DIRECT | "GLAUCUS" | On 18th July. |
| LIVERPOOL DIRECT | "PATROCLUS" | On 15th August. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 11th July, 1901.

CHINA NAVIGATION CO.,
LIMITED.

| STEAMERS | | TO SAIL |
|---------------------------|-------------|---------------|
| FOR | STEAMERS | |
| MANILA | "TAIWAN" | On 14th July. |
| PORT DARWIN, THURSDAY | "TAIWAN" | On 14th July. |
| ISLAND, COOKTOWN, CAIRNS, | | |
| TOWNSVILLE, BRISBANE, | | |
| SYDNEY and MELBOURNE | | |
| NINGPO and SHANGHAI | "WHAMPOA" | On 19th July. |
| ILIOI, O and CEBU | "CHINKIANG" | On 21st July. |
| MANILA | "TSINAN" | On 27th July. |
| PORT DARWIN, THURSDAY | "TSINAN" | On 27th July. |
| ISLAND, COOKTOWN, CAIRNS, | | |
| TOWNSVILLE, BRISBANE, | | |
| SYDNEY and MELBOURNE | | |

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th July, 1901, at 1 P.M., the Company's Steamship "SALAZIE," Captain Girard, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamship connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 27th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 14th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 4th July, 1901.

PORTLAND AND ASIATIC STEAM
SHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.

Operating the New First Class Steamships
"INDRAPURA," "INDRAPURA,"
"KNIGHT COMPANION,"

between HONGKONG and PORTLAND
(OR), calling at SHANGHAI, NAGASAKI,
MOJI, KOBE and YOKOHAMA.

THE Steamship
"INDRAPURA"

will be despatched for Portland (Or) on
MONDAY, the 15th July.

Through bills of Lading issued to Pacific
Coast Points and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 12th July, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
"SUISANG"

Captain E. J. Todd, will be despatched as
above on TUESDAY, the 16th July, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th July, 1901.

SHEWAN TOMES & CO'S NEW YORK
LINE.

FOR NEW YORK via SUEZ CANAL.
THE Steamship

"ARARA,"
Captain Williamson, will be despatched for the
above port on or about 15th August, and will
be followed by the Steamship
"ATAKA"

on or about 15th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 8th July, 1901.

FOR NEW YORK.
THE 3/3 A.I.T. American ship

"L. SCHEPP"
will load for the above port, and will have quick
despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 3rd June, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|------------------|-------------------------------|
| "CITY OF PEKING" | SATURDAY, 13th July, at Noon. |
| "GAELIC" | TUESDAY, 23rd July, at Noon. |
| "CHINA" | TUESDAY, 6th Aug., at Noon. |
| "DORIC" | THURSDAY, 15th Aug., at Noon. |
| "PERU" | SATURDAY, 31st Aug., at Noon. |
| "COPTIC" | TUESDAY, 10th Sept., at Noon. |

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchants' Invoices will be sufficient for Cargo or Parcel (each shipment), when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

GEO. ECKLEY,
ACTING AGENT.TO IMPORTERS FROM THE UNITED
STATES.THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED,
having Established a REGULAR SERVICE
OF STEAMERS FROM SEATTLE (Puget
Sound) to JAPAN, CHINA and the
PHILIPPINES, in conjunction
with the
GREAT NORTHERN RAILWAY LINES

of the United States, are prepared to con-
tract for the conveyance of Goods from the
Pacific Coast and interior
points of U.S.A. to the Orient.

THE Steamship
"KINTUCK,"

Sails from Seattle about the 10th of July;
"CHINGWO,"

Sails from Seattle about the 24th of July;
"HYSON,"

Sails from Seattle about the 10th of August;
"KAISOW,"

Sails from Seattle about the 24th of August;
and will be followed by the Company's regular
sailings.

For further particulars, apply at
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, NEW YORK,
To the Agents of the Company at Japan,
China, Hongkong, Philippines and Straits;
FRANK WATERHOUSE & CO., General
Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 29th June, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship
"SUNDA,"

Captain E. R. Dowell, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, on SATURDAY, the 20th July,
at Noon, taking passengers and cargo for the
above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer, proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 8th July, 1901.

THE OSAKA SHIOSEN KAISHA,
LIMITED.FOR FOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship
"ANPING MARU"

Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 17th July,
at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd July, 1901.

FOR CALCUTTA DIRECT VIA
SINGAPORE.

"C. FERD. LAEISZ,"
Captain Fuchs, will be despatched for the above
ports on FRIDAY, the 19th inst., at Noon.

For Freight and further Particulars apply to
HAMBURG-AMERICA LINE,
Hongkong Office,
Queen's Buildings, No. 1.

Hongkong, 8th July, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"AUSTRALIAN"

Captain Helms, will be despatched for the above
ports on WEDNESDAY, the 24th July,
at 4 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st July, 1901.

FOR NEW YORK.

"MANUEL LLAGUNA"
will load during September and October,
sailing about 25th October.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 11th July, 1901.

VESSELS ON THE BERTH
NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

FOR NEW YORK.

THE 3/3 A.I.T. American ship
"I. F. CHAPMAN"

shortly expected here from KOBE, will load
for the above port, and will have quick despatch.
For Freight, apply to
ARNOLD, KARBURG & CO.,
Hongkong, 2nd July, 1901.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour—
L. SCHEPP, American ship, C. S. Kendall—
Carlowitz & Co.
MANUEL LLAGUNA, Amr. ship, Nichols—
Standard Oil Co.
SAINT IRENE, British str., Clements—Order.
SEA WITCH, American ship, Howes—Master.

NOTICES TO CONSIGNEES
NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "GLENESK"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby informed that
their Bills of Lading for consignment
must be sent to the Godowns for counter-
signature, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO. LIMITED,
Agents.

Hongkong, 9th July, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"SUISANG,"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co. Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 15th July, at
10 a.m., will be subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company, within
ten days after the vessel's arrival here, after
which no claims will be recognised.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th July, 1901.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLEBRO' ANTWERP,
LONDON AND STRAITS.

THE Steamship
"GLENROY"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co. Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 14th instant will
be subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Co. within ten days
after the steamer's arrival, after which no
claims will be recognised.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th July, 1901.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTONI UNITED
COMPANIES).

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship
"DISAGNO"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co. Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 14th instant will
be subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Co. within ten days
after the vessel's arrival here, after which no
claims will be recognised.

Bills of Lading will be countersigned by
CARLOWITZ & CO.,
Agents.

Hongkong, 6th July, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"PATROCLUS"

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 13th instant.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.

Goods undelivered after the 17th instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 19th instant.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th July, 1901.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLEBRO' ANTWERP,
LONDON AND STRAITS.

THE Steamship
"GLENLOGAN"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co. Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 14th inst. will be
subject to rent.

No Fire Insurance has been effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company, within
ten days after the steamer's arrival, after
which no claims will be recognised.

McGREGOR BROS. & GOW,
Hongkong, 8th July, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "OLYMPIA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby informed that
their Bills of Lading for consignment
must be sent to the Godowns for counter-
signature, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO. LD.,
Agents.

Hongkong, 6th July, 1901.

THE HINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

